



LAND USE PLANNING SERVICES

Illuminating the way to better results

LIAISON – LAND USE APPRAISALS – EXEMPT AND COMPLYING DEVELOPMENT CHECKS – STATEMENTS OF ENVIRONMENTAL EFFECTS
– ENVIRONMENTAL IMPACT STATEMENTS – PLANNING PROPOSALS – LAND & ENVIRONMENT COURT REPRESENTATION

STATEMENT OF ENVIRONMENTAL EFFECTS

In relation to

Proposed Alterations and Additions to the Existing Commercial Building for
the Storage and Display of Commercial Catering Equipment

at

Lots 6 to 7 DP 11546 No. 9-11 Hume Highway

Greenacre

Prepared for

Mr. C and Mrs. T Pavlakis

February 2022

© This document is copyright.

TABLE of CONTENTS

INTRODUCTION.....	3
SITE DESCRIPTION	3
EXISTING DEVELOPMENT	4
ADJOINING DEVELOPMENT	5
BACKGROUND	5
PROPOSED DEVELOPMENT	5
STATEMENT OF ENVIRONMENTAL EFFECTS	7
STATE ENVIRONMENTAL PLANNING POLICY No 55 - REMEDIATION OF LAND (SEPP 55)	7
STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007 (INFRASTRUCTURE SEPP)	7
BANKSTOWN LOCAL ENVIRONMENTAL PLAN 2015 (BLEP).....	8
BANKSTOWN DEVELOPMENT CONTROL PLAN 2015(DCP)	9
LIKELY ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACTS	11
SUITABILITY OF THE SITE FOR THE DEVELOPMENT	12
PUBLIC INTEREST.....	12
CONCLUSION	12
APPENDIX A - SITE PHOTOGRAPHS	13

© It is a breach of copyright for this document to be used to support a development application for any persons/entities other than those for whom this document was prepared. Other than for the purpose for which this document has been prepared and subject to conditions prescribed under the Copyright Act no part of this document may in any form nor by any means be reproduced or stored in a retrieval system or transmitted without the prior written permission of the company.

INTRODUCTION

This Statement of Environmental Effects has been prepared on behalf of Mr. C. and Mrs. T. Pavlakis in support of a Development Application for proposed alterations and additions to the existing commercial building for the storage and display of commercial catering equipment at Lots 6 to 7 DP 11546 No. 9-11 Hume Highway, Greenacre.

Careful consideration has been given in determining the design and layout of the proposed development to ensure that the amenity of surrounding residents will not be compromised and that the work provides a high standard of commercial development compatible with and sympathetic to the existing and likely future built and natural environment.

The application is entirely compliant with the provisions of the Bankstown Local Environmental Plan 2015, and the Marrickville Development Control Plan 2015 and will have a sustainable impact on the amenity of surrounding properties.

The Statement of Environmental Effects addresses the relevant statutory planning framework within which the development application is to be assessed and determined.

Site Description

The subject site, identified as Lots 6 to 7 DP 11546 and known as No. 9-11 Hume Highway, Greenacre is located on the southern side of Hume Highway between Roberts Road and Margaret Street, Greenacre, to the east and west, respectively.

The subject site is an irregular shaped lot with a 14.06m frontage to Hume Highway, eastern and western side boundary depths of 32.195m and 36.435m respectively, a rear boundary of 13.41m, and a total site area of 460.2m².

The site slopes upwards from Hume Highway to the rear of the block approximately half a metre over the entire depth of the block representing a gradient of less than 2%.

The location of the subject site is shown in Figures 1 and 2 below:



Figure 1: Aerial photograph of subject site and surrounding locality (Source: Six Maps)

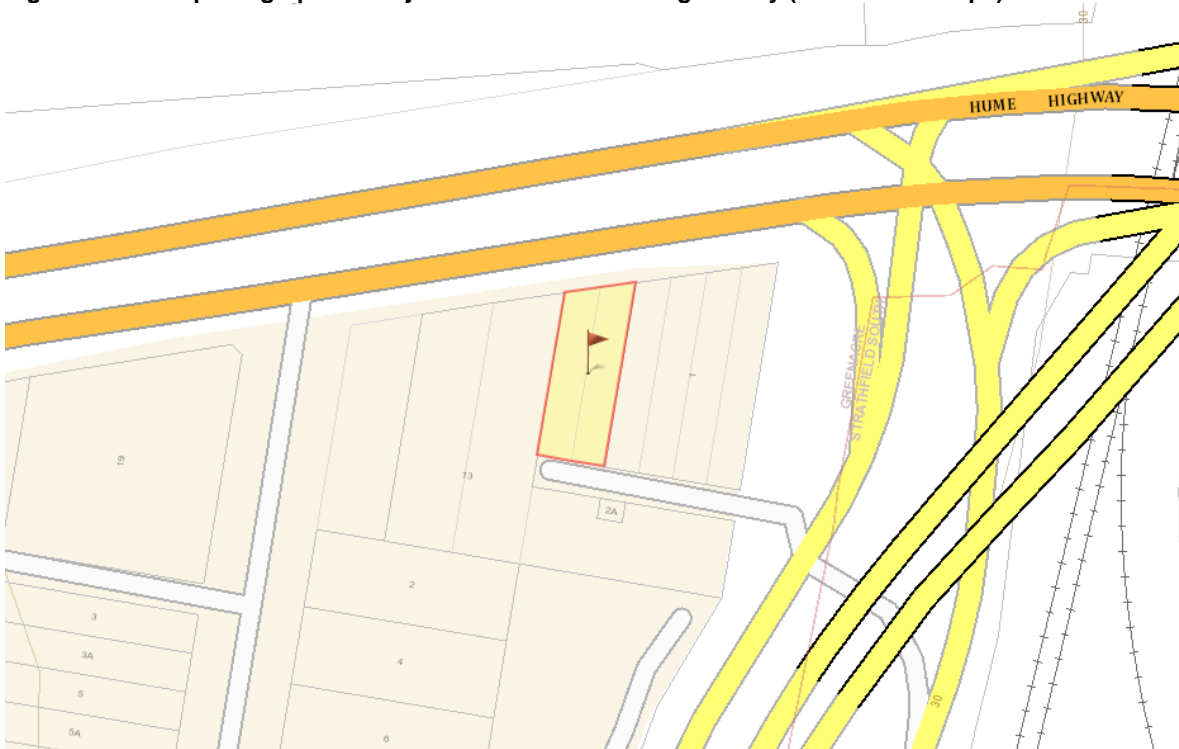


Figure 2: Site Location Map (Source: Six Maps)

Existing Development

The site is currently occupied by a single storey, brick and metal roof light industrial building previously used for steel fabrication and commercial shop fit outs. For some time, the building has been used for the storage and display of commercial catering equipment in conjunction with the adjoining business at No. 13 Hume Highway.

The existing building occupies the entirety of the site.

Vehicular access to the building is available from the rear laneway with access unavailable from the Hume Highway frontage. Currently, no parking provided for on site.

Adjoining Development

The site is adjoined immediately to the west by a 2-storey specialised retail premises used for the sale of commercial catering equipment and to the east by a 2-storey vehicle sales premises. To the south fronts a rear lane access and a 2-3-storey specialised retail premises, similarly, used for the sale of commercial catering equipment.

The surrounding locality is occupied by commercial and light industrial land uses along Hume highway and Liverpool Road, transitioning to low density residential development to the south along Roberts Road.

The site is well located in respect of community infrastructure, local and regional shopping centres, being a short distance from Lidcombe Station, connecting the subject site to the Sydney CBD, located approximately 12km to the east and a similar distance to the south-east to Kingsford -Smith Airport.

Photos of the subject site and surrounds are attached as Appendix A to this report.

Background

The following applications are relevant to the subject site:

- **DA-35/2014/1**

Demolition of Existing Warehouse and Construction of New Warehouse - Section 82A Review
(Approved 22/09/2014)

- **DA-35/2014**

Demolition of existing warehouse and construction of new warehouse
(Refused Delegated 2/04/2014)

- **DA-1673/2002**

Alterations and Additions to Existing Factory Building
(Approved Delegated 13/12/2002)

Proposed Development

The proposed development is shown on plans prepared by R Balas Consulting Pty Ltd, including the follow drawings:

- A01 – Site Analysis and Location Plan.
- A02 – Site/Roof Plan
- A03 – Ground Floor Plan.
- A04 – Elevations.
- A05 – Elevations and Cross Section.
- A06 – Schedule of Finishes.

The proposal involves alterations and additions to the existing commercial building for the storage and display of commercial catering equipment.

Specifically, the proposal comprises:

- Demolition of the existing roof and internal mezzanine.
- Extension to front side and rear boundary walls to a maximum parapet height of 9m.
- Provision of a rendered and painted 'Hebel' panel finish.
- Provision of internal storage/display racks.

The proposed development will not increase the gross floor area (GFA) or floor space ratio (FSR) of the building and will have a maximum building height of approximately 9.5m.

The proposed works will not alter the minimum front, side or rear boundary setbacks observed by the existing building.

Similarly, the proposed works will not impact on the adequate handling of stormwaters, which will continue to be collected, piped and drained to connect into the existing stormwater system currently operational on the subject site.

The renovated facility will be operated under the following terms:

- **Hours of Operation**
Unaltered from those existing (9.00am – 5.00pm Monday to Friday – No trading weekends or Public Holidays).
- **Number of Staff**
No permanent staff will be required for the proposed storage and display with existing staff from the main business at No 13 Hume Highway being deployed for storage and display of new goods, generally via pallet jacks/forklift.
- **Types of equipment/items**
The renovated facility will be used for the storage and display of commercial catering equipment including ovens, shelving, mixing machines, display cabinets and utensils.
- **Parking and Loading**
No parking provision is currently available on site. Parking and loading arrangements in the surrounding locality will continue to be in accordance with existing arrangements.

Pallet Jacks/forklifts will be used to move items internally within the renovated facility. Importantly, as the proposal will not involve a change in the number of staff or an increase in the GFA, there will be no nett increase in parking demand in the localised area.
- **Waste Management Measures**
Continued typical amounts of packaging waste will be generated from the renovated facility. Bins will be relocated as required and collected by commercial contractor as per the existing arrangement.

STATEMENT OF ENVIRONMENTAL EFFECTS

State Environmental Planning Policy No 55 - Remediation of Land (SEPP 55)

SEPP 55 - Remediation of Land aims to provide for a state wide planning approach to the remediation of contaminated land. In particular, this Policy aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment.

The SEPP includes provisions requiring that specifying certain considerations that are relevant in rezoning land and in determining development applications in general and development applications for consent to carry out a remediation work in particular.

Clause 7 of the SEPP provides that Council must not consent to the carrying out of development on any land unless:

- (a) it has considered whether the land is contaminated, and*
- (b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*
- (c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

Given the minor works proposed and nil disturbance of the existing surface conditions within the site, the proposed development is considered to have negligible impacts with respect to possible contamination.

Accordingly, no further investigation is warranted on this occasion.

State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)

The aim of this Policy is to facilitate the effective delivery of infrastructure across the State by:

- a) improving regulatory certainty and efficiency through a consistent planning regime for infrastructure and the provision of services, and*
- b) providing greater flexibility in the location of infrastructure and service facilities, and*
- c) allowing for the efficient development, redevelopment or disposal of surplus government owned land, and*
- d) identifying the environmental assessment category into which different types of infrastructure and services development fall (including identifying certain development of minimal environmental impact as exempt development), and*
- e) identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and*
- f) providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing, and*
- g) providing opportunities for infrastructure to demonstrate good design outcomes.*

Clause 101 of the Infrastructure SEPP provides development controls with respect to development with frontage to a classified road. Hume Highway in this location is a classified road.

The controls in this regard are reproduced below with relevant commentary:

101 Development with frontage to classified road

1) *The objectives of this clause are:*

- a) *to ensure that new development does not compromise the effective and ongoing operation and function of classified roads, and*
- b) *to prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads.*

2) *The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that:*

- a) *where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and*

Comment

Whilst the development has frontage to Hume Highway which is a classified road in this location, no vehicular access is currently available to this frontage. Moreover, the development will not alter the existing minor traffic generated to the existing rear laneway.

- b) *the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of:*

- (i) the design of the vehicular access to the land, or*
- (ii) the emission of smoke or dust from the development, or*
- (iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and*

Comment

Not applicable. See previous comment.

- c) *the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.*

Comment

The proposed development is of a type that is not sensitive to traffic noise or vehicle emissions, given its commercial nature. Furthermore, the proposed façade to Hume Highway will continue to preclude vehicular and pedestrian access, providing an adequate acoustic buffer to this appropriate land use.

The proposed development is consistent with the provisions of the infrastructure SEPP.

Bankstown Local Environmental Plan 2015 (BLEP)

The land is zoned Neighbourhood Business B1 under the BLEP. The proposed renovated facility will be used for the storage and display of commercial catering equipment in conjunction with the existing specialised retail premises adjoining at No. 13 Hume Highway.

The proposed facility is permissible within the zone and entirely consistent with the zone objectives which are:

- *To provide a range of small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood.*
- *To provide for certain residential uses that are compatible with the mix of uses in neighbourhood centres.*

Part 4 Principal Development Standards

4.3 Height of Buildings

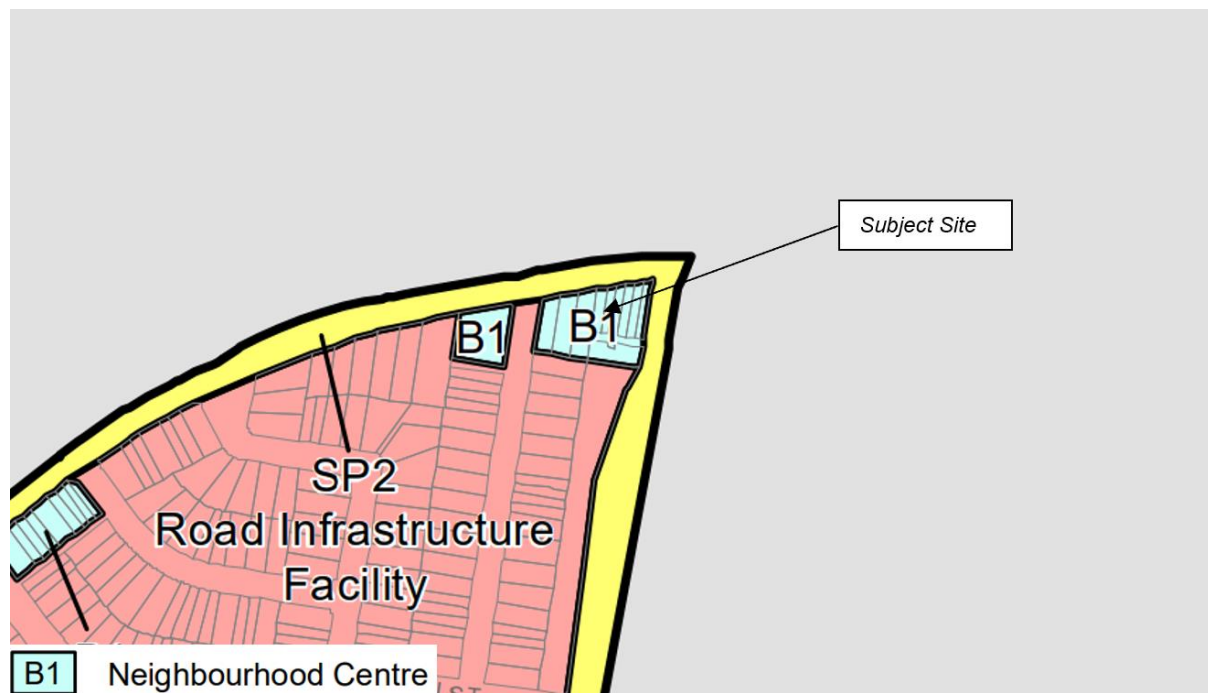
Clause 4.3(2) of the BLEP imposes a maximum building height of 11m in respect of the subject site.

The proposed development incorporates a maximum building height of approximately 9.5m, well under the maximum allowable.

4.4 Floor Space Ratio (FSR)

Clause 4.4 (2) of the BLEP imposes a maximum FSR of 1:1 in respect of the subject site.

The proposed development will not alter the GFA or FSR of the existing building, which complies with the maximum allowable.



Bankstown Development Control Plan 2015(DCP)

This DCP is divided into parts which apply to different types of development and to different parts of the City of Bankstown. The following information is provided as an assessment of the proposed development in relation to the relevant sections of the DCP.

Importantly, s4.15 (3A) of the Environmental Planning and Assessment Act, 1979 provides:

*(3A) **Development control plans** If a development control plan contains provisions that relate to the development that is the subject of a development application, the consent authority—*

(a) if those provisions set standards with respect to an aspect of the development and the development application complies with those standards—is not to require more onerous standards with respect to that aspect of the development, and

(b) if those provisions set standards with respect to an aspect of the development and the development application does not comply with those standards—is to be flexible in applying those provisions and allow reasonable alternative solutions that achieve the objects of those standards for dealing with that aspect of the development, and

(c) may consider those provisions only in connection with the assessment of that development application.

In this subsection, **standards** include performance criteria

Part B2 – Commercial Centres

Section 2 – Neighbourhood Centres

The objectives of this section are:

- a) To have development that is compatible with the desired character and role of the particular centre.
- b) To have development that achieves good urban design in terms of building form, bulk, architectural treatment and visual amenity.
- c) To have development that provides adequate amenity to people who live in, work in and visit the neighbourhood centres.
- d) To ensure the building form and building design of development provide appropriate amenity to neighbouring residential development in terms of access to sunlight and privacy.
- e) To provide storey limits for the neighbourhood centres.

Storey Limits (Not including Basements)

The DCP reiterates the maximum building height allowable under the BLEP and provides that development must comply with the storey limit that corresponds with the maximum building height shown for the site on the Height of Building Map.

As detailed in the BLEP section of this report, a maximum building height of 11m applies in respect of the subject site and the DCP imposes a maximum of 2 storey plus an attic in respect of the subject site.

The end development will provide for a revised height of the renovated building that will sit well in the context of adjoining buildings and their respective building heights. The entirely acceptable outcome in this regard is conveyed in figure 4 below:

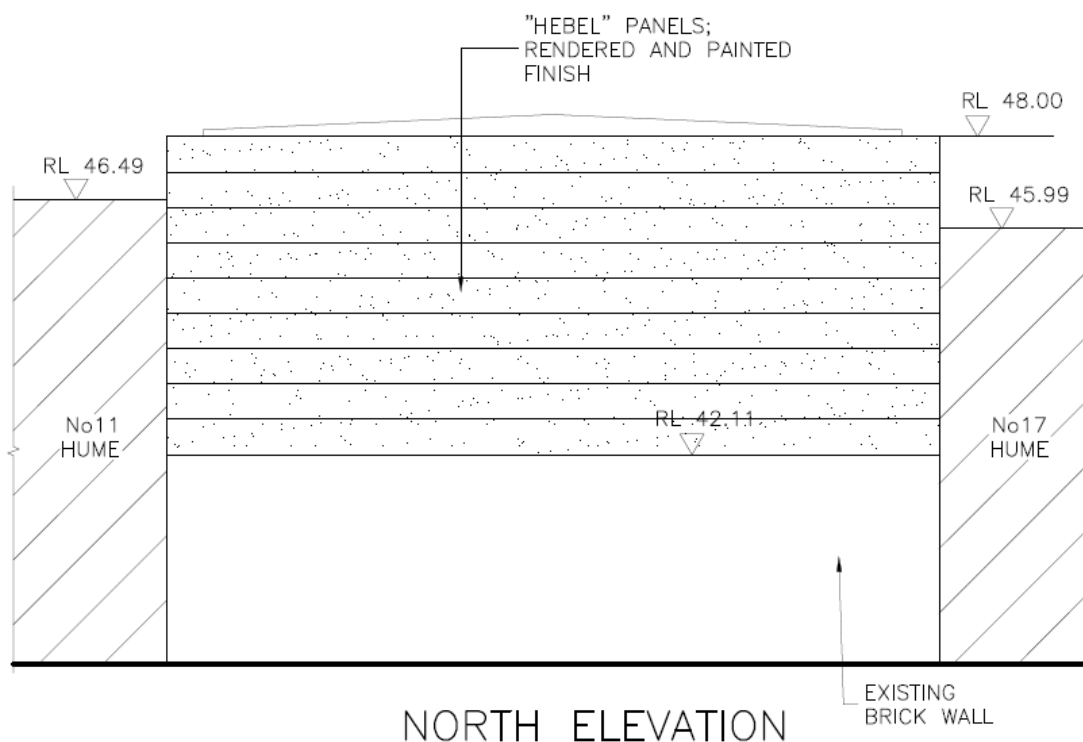


Figure 4: Northern elevation of proposed development conveying compatible building height relationship with adjoining buildings, well under the maximums allowable

The proposal includes a maximum building height of approximately 9.5m within a single storey building envelope, in conformity with that allowable.

Setbacks to primary and secondary frontages to allotments

The DCP provides for that the minimum setback to the primary and secondary frontages of an allotment is zero setback for the basement level, the first storey (i.e. the ground floor), and the second storey.

The proposed development will respect the existing primary and secondary setbacks of zero metres in this instance, in conformity with the allowances under the DCP.

Setback to the side and rear boundaries of allotments

For blank building walls with no window or balcony, the minimum setback to the side and rear boundaries of an allotment is zero setback for the basement level, the first storey (i.e. the ground floor), and the second storey.

The proposed alterations and additions will respect the existing zero setbacks to eastern and western side boundaries in accordance with the allowances under the DCP.

Part 4 Sustainable Development

Part 4 of the DCP provides objectives and controls in respect of water conservation and energy minimisation, however the proposed development does not trigger the application of this section of the DCP, in this instance.

Part B5 Parking

The DCP provides for objectives and controls for the different land uses.

As mentioned in the BLEP section of this report, the existing building has previously been used for steel manufacture and complete shop fit outs and is currently used for the storage and display of commercial catering equipment in conjunction with the specialised retail premises adjoining at No. 13 Hume Highway.

Parking and loading arrangements in the surrounding locality will continue to be in accordance with existing arrangements.

Pallet Jacks/forklifts will be used to move items internally within the building. Importantly, as the proposal will not involve a change in the number of staff or an increase in the GFA, there will be no net increase in parking demand in the localised area.

Part B13 Waste Management and Minimisation

Continued typical amounts of packaging waste will be generated from the overall warehouse. Bins will be relocated as required and collected by commercial contractor as per the existing arrangement.

LIKELY ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACTS

There are likely to be few, if any, environmental impacts associated with the proposed development. The subject site has been occupied by the existing building for a considerable period of time and the native vegetation has been removed from the site. Therefore, it is evident that the land is not, nor part of critical habitat. The construction of the proposed

development is unlikely to have any significant effect on threatened species, populations or endangered ecological communities or their habitats.

There are no adverse social or economic impacts associated with the proposed development.

SUITABILITY OF THE SITE FOR THE DEVELOPMENT

The site is suitable for the development by virtue of its location, topography and the existing development on the site and adjoining sites.

The proposed development will not result in any significant impacts on the surrounding environment.

The land is free from natural hazards and proposed development will not create any conditions that will increase the susceptibility of the site or any adjoining lands to any natural hazards.

PUBLIC INTEREST

The proposed development is not contrary to the public interest. It is consistent with the relevant objectives of the zone and will not have any significant impacts on the environment. The proposed development is not likely to have any significant impacts on adjoining properties or the existing streetscape and will contribute to the desired future character of the area.

CONCLUSION

The proposed development comprises proposed alterations and additions to the existing commercial building for the storage and display of commercial catering equipment at Lots 6 to 7 DP 11546 No. 9-11 Hume Highway, Greenacre.

An assessment of the proposed development in accordance with SEPP 55 – Remediation of Land, SEPP (Infrastructure) 2007 Bankstown Local Environmental Plan 2015, Bankstown Development Control Plan 2015, indicates that the development is entirely consistent with these planning controls.

The proposed development will not have any significant impacts on the natural environment and the land is not susceptible to any natural hazards to any extent that would warrant refusal of this development application.

The proposal is reasonable and appropriate when considered under the relevant Heads of Consideration in Section 4.15 (1) of the Environmental Planning and Assessment Act, 1979, and is worthy of favourable consideration by Council.

Appendix A - Site Photographs



Plate 1: Subject site as viewed from Hume Highway



Plate 2: Adjoining vehicle sales centre to the east as viewed from Hume Highway



Plate 3: Adjoining development to the west as viewed from Hume Highway





Plates 4 and 5: View of existing building from rear laneway



Plates 6: View of adjoining development at No. 13 Hume Highway from rear laneway



Plate 7: View along existing rear laneway towards Roberts Road, from in front of subject site